BY ORDER OF THE COMMANDER
HQ 62D AIRLIFT WING

62D AIRLIFT WING INSTRUCTION 21-03

19 AUGUST 2004

Maintenance

RAMP OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction provides local procedures for the requirements found in AFI 21-101, *Aerospace Equipment Maintenance Management*. This instruction provides guidance for the main facets of ramp operations. It is intended to be a single point of reference for these operations. It applies to all maintenance activities and personnel assigned or attached to the 62d Airlift Wing (62 AW).

SUMMARY OF REVISIONS

Changed all references from the "MACC" to the "MOC" and "SGF' to "AMU" in conjunction with new wing structure (affects paragraphs **1.2.**, **1.3.4.**, **1.3.5.**, **1.3.6.**, **2.1.**, **3.1.**, **5.2.1.**, **5.2.3.**, **5.2.6.** and **5.5.2.**). Deleted all references to C-141 operations to reflect the current wing mission. Deleted specific name of wash contractor in paragraph **5.2.7.** Baker ramp markings were changed for accuracy. **A bar (|) indicates a revision from the previous edition.**

1. Aerospace Vehicle Parking Plan.

1.1. General. **Attachment 2** contains a listing of parking locations, primary users, principal aircraft, engine run restrictions, deice restrictions, and allowances for hazardous cargo loading and unloading. Primary users are organizations that have a parking spot or spots assigned for their use. Aircraft assigned to those organizations will normally be parked on assigned spots. A principal aircraft is one that, due to aircraft size, weight, mission, support, or loading requirements is given first priority for a particular parking location.

1.2. Responsibilities. The 62d Maintenance Operations Squadron (MOS) Maintenance Operations Center (MOC) will coordinate assignment of parking locations with aircraft maintenance unit (AMU) production supervisors or equivalent supervisors for the primary user. Coordination should include all affected agencies when an aircraft is parked on other than an assigned location. The 62 AW Weapons Safety office (62 AW/SEW) will notify the MOC of any changes to licensing of parking locations for hazardous cargo.

1.3. Aerospace Vehicle Parking:

1.3.1. B-RAMP. DV-1 (old B-4) will be used primarily for VIP aircraft. Use of DV-1 must be considered prior to parking aircraft on B-2. Spots DV-1 through B-8 will be used for C-17 or smaller aircraft; however, B-6, B-7 and B-8 may be used for KC-10 aircraft with limited loading. B-1 and B-3 will be used for parking DC-10, C-17, KC-10, L-1011, 747, C-5, or C-141 aircraft. B-9 may be used for overflow C-5, C-17, and C-141 parking as a last resort. PRINCIPAL AIRCRAFT: DC-10, KC-10, L-1011, 747 and C-5 aircraft have first priority on B-1and B-3. AIREVAC C-9 aircraft should be parked on B-2 or DV-1 when available; AIREVAC C-141s on B-2, B-3 or DV-1. HAZARDOUS CARGO: B-1 through B-9 are licensed for up to 10,000 pounds Net Explosive Weight (NEW) (4,545KG) of CLASS/DIV 1.3 and mission-essential quantities of Hazard Classification/Division (HC/D) 1.4 explosives.

1.3.2. C-RAMP. C-1 through C-11, C-14 and C-15 may be used for C-141 or smaller aircraft. C-1, C-2 and C-3 may be used for C-5s or smaller aircraft except C-135, E-3, or E-6 aircraft. C-1, C-2, and C-3 may be used as a cargo marshaling area during exercises/ORIs. PRINCIPAL AIRCRAFT: Home Station Check (HSC) aircraft have priority for spots C-14 and C-15. HAZARDOUS CARGO: All C-Ramp spots are licensed for up to 1,000 pounds NEW (454KG) of CLASS/DIV 1.3 and aircraft capacity for HC/D 1.4 explosives. NOTE 1: JULIET (East/West) taxiway north of C-Ramp may be used during special occasions such as air shows or RODEO. Parking locations will be numbered T-1 through T-3, west to east.

1.3.3. D-RAMP. D-1 through D-19 will be used primarily for fighter-type aircraft; however, these spots may be used for overflow parking. Because this is a known congested area, marshallers will be in place prior to aircraft leaving established taxi lines on taxi-in, and until regaining taxi lines on taxi-out. D-20 and D-21 may be used for C-141 and smaller aircraft. D25 through D31 will be used for C-17 and C-141 aircraft. D-32 and D-43 will be used for fighter- type aircraft and C-130 or smaller cargo aircraft. HAZARDOUS CARGO: Spots D-25 through D-31 are licensed for 1,000 pounds NEW (454KG) of CLASS/DIV 1.3 and aircraft capacity for HC/D 1.4 explosives.

1.3.4. E-RAMP. Used by Washington Air National Guard for fighter type aircraft and exercise or special mission support as directed by the MOC. C-17 aircraft are the largest aircraft that may be parked on E-ramp. HAZARDOUS CARGO: All E-Ramp spots are licensed for up to 1,000 pounds NEW (454KG) of CLASS/DIV 1.3 and aircraft capacity for HC/D 1.4 explosives.

1.3.5. FOXTROT (EAST) TAXIWAY. F-1 through F-40 will be used for transient aircraft overflow parking up to C-130 (C-5 for F-40) and may be used for special event parking such as air shows or RODEO. Parking on these locations will be coordinated with the MOC and Base Operations to ensure the aircraft weight and footprint do not exceed ramp limitations. Extreme caution must be used when taxiing aircraft on F-Ramp due to foreign object damage hazard. HAZARDOUS CARGO: F-40 is licensed for up to 8,000 pounds NEW (3,635KG) of CLASS/DIV 1.1 and may be used when spots K-2 and L-1 are full. NOTE: F-40 should be used to park an aircraft arriving at McChord with known hydrazine problems.

1.3.6. J-RAMP. J-1 through J-15 will be used for base-assigned or transient C-17 aircraft. Other type aircraft may be parked on J-Ramp for special events as coordinated through the MOC. HAZARDOUS CARGO: All J-Ramp spots are licensed for up to 1,000 pounds NEW (454KG) of CLASS/DIV 1.3 and aircraft capacity for HC/D 1.4 explosives.

1.3.7. K-2 AND L-1. K-2 may be used for all types of' aircraft; L-1 for C-17 and smaller. K-2 and L-1 are both licensed for up to 30,000 pounds NEW (13,635KG) of CLASS/DIV 1.1 and are designated the primary hazardous cargo parking locations. Use spot K-2 only when necessary in order to minimize the effect on the Instrument Landing System (ILS) for Runway 16.

1.3.8. Due to limited deice spots, prior approval of the AMXS Line Chief will be obtained prior to parking transient aircraft on Baker, Charlie, Joker, or Delta Ramps.

2. Towing and Ground Handling of Aircraft.

2.1. Responsibilities. Tow supervisors must contact the MOC and the control tower for clearance prior to commencing an aircraft tow. Tow supervisors must monitor the control tower net throughout the entire tow operation. Ensure aircraft being towed for hangaring are not loaded with flares.

2.1.1. Towing of transient aircraft will be the responsibility of Transient Alert (TA) under guidance of the aircraft flight and/or ground crew. MOC and TA will establish 24-hour contact with the transient air/ground crew to expedite removal of aircraft from the hangar as soon as repairs are made.

2.2. Procedures. Individual tow team members must wear reflective devices during nighttime tow operations or periods of limited visibility (less than 500 ft). Tow team members will carry two marshalling wands during nighttime tow operations.

2.2.1. Tows being monitored and controlled by non-tactical radios will be limited to one in progress on the applicable radio net. If other tows are required at the same time, power-on tows are authorized except in and out of hangars. When hangaring aircraft, power-on tows can be utilized up to the tow vehicle stop line outside the hangar, then non-tactical radios will be used in accordance with the hangaring checklists. Each tow team member will use a whistle to indicate an emergency stop is needed. The same procedures apply to removing aircraft from the hangars.

2.2.2. During tow operations proceeding on established taxiways, the tow supervisor has the option of riding in the tow vehicle when the vehicle has a passenger seat.

2.2.3. During tows into hangars, the tow supervisors will strictly adhere to hangaring checklists.

2.3. Towing Team Qualification. To be certified as a tow supervisor, personnel must remain qualified in the G081 information system for all subordinate tasks within the same function.

2.3.1. Aircraft towing is a special certification requirement and requires an annual practical evaluation and certification for each position.

2.3.2. The following minimum grade and skill levels apply by aircraft type:

2.3.2.1. Tow supervisors will be 5-skill level, SSgt/WG-10 civilian, or higher. Air Reserve Technicians (ARTs) must be 5-level, SSgt/WG-10 civilian or higher. 62 MXG/CC may waiver SSgt rank requirement and approve 5-level SrA to be tow supervisors.

2.3.2.2. Tow vehicle operators must possess a valid AF Form 2293, U.S. Air Force Motor Vehicle Operator Identification Card, with the type tow vehicle in use listed on it.

3. Engine Ground Run Procedures.

3.1. Quiet Hours Run Policy. Squadron commanders, maintenance officers, and supervisors will limit engine runs during established quiet hours to minimize noise-related disturbances. 62d Aircraft Maintenance Squadron and 62d Maintenance Squadron production supervisors are authorized to approve all idle runs during quiet hours. Approval for power runs will be coordinated between the applicable production supervisor and the MOC. The MOC will clear all requests for power runs with the duty officer during quiet hours. Final approval authority is the 62 AW/CC but will usually be delegated to the 62 MXG/CC.

3.2. Maintaining Currency: To maintain currency in ground engine run procedures and techniques, those qualified to run engines will do so from the left seat position at least once during a 180-day period.

3.3. C-17 Engine Run Restrictions.

3.3.1. C-17 MAX and above idle engine runs may be accomplished only on B-3, B-5, B-7, J-2, J-3, J-5, J-6, J-8, J-9, J-11, J-12, J-13, J-14, J-15, D-25, D-26, D-27, D-28, D-29, D-30, and D-31 subject to the restrictions listed below. Nose of aircraft parked on B-3 must be pointing west.

C-17 ABOVE IDLE AND MAX ENGINE RUN RESTRICTIONS

ON J-2 WHEN AN AIRCRAFT IS ON B-7

ON J-3 WHEN AN AIRCRAFT IS ON B-8

ON J-2 WHEN AN AIRCRAFT IS ON J-2

ON J-8 WHEN AN AIRCRAFT IS ON J-2 or 5

ON J-11 WHEN AN AIRCRAFT IS ON J-5 or 8

ON J-13 WHEN AN AIRCRAFT IS ON J-10 or 7

ON J-14 WHEN AN AIRCRAFT IS ON J-11 or 8

ON B-5 WHEN AN AIRCRAFT IS ON B-3

ON B-7 WHEN AN AIRCRAFT IS ON J-3

WARNING: D-28 through D-31 may be used as MAX power spots only when signs are posted on the Delta to Joker Ramp road behind D-27, preventing traffic from turning toward the running aircraft, and will remain in place until the engine run has been terminated.

3.3.2. MAX engine runs on spots D-28 through D-31 require approval/coordination of the tower watch supervisor.

3.3.3. MAX engine runs of 2 minutes maximum duration may be made on spot K-2 compass heading of 210 plus/minus 10 degrees.

3.3.4. MAX engine runs of 4 minutes maximum duration may be made on spot L-1 compass heading of 360 plus/minus 10 degrees.

3.3.5. If a C-17 is to be run to MAX in reverse thrust, all spots on J, B, D, are authorized without restrictions.

4. Aircraft Jacking: This section identifies specific aircraft jacking locations for C-17 aircraft and identifies local hazards and precautions while jacking C-17 aircraft at McChord AFB.

4.1. C-17 Aircraft Authorized Locations. The following locations are the only authorized locations for C-17 aircraft jacking:

4.1.1. Hangars: 1, 2, 3, and 4. (Hangar 4 requires aircraft to be backed in, tail first).

4.1.2. Buildings: 1160 (CCF)/Hangar 6 and 1174 (Fuel Cell)/Hangar 13

4.1.3. Baker Ramp: All parking spots

4.1.4. Charlie Ramp: C-1, C-2, and C-3 only.

4.1.5. Delta Ramp: All parking spots except D-30 (approved for forward fuselage jacking only).

4.1.6. Joker Ramp: All parking spots.

4.2. C-17 Jacking Procedures. When jacking C-17 aircraft on the flight line or in a nose dock, the following procedures and restrictions apply:

4.2.1. During night jacking operations outside, a minimum of two NF-2D light carts will be used at the jacking site.

4.2.2. When jacking C-17 aircraft on parking spots D-25 through D-29, pull aircraft forward of refueling pits (hydrant refueling point) prior to jacking to prevent aircraft jacks being over-extended.

4.3. C-17 Nose/Integral Jacking Procedures. Nose jacking or integral jacking of C-17 aircraft may be accomplished on any approved parking location.

5. Aircraft Deicing Procedures: This section establishes procedures for implementing Best Management Practices (BMP) and Pollution Prevention (P2) measures for aircraft deicing operations. It identifies parking locations where adjacent containment of spent deicing fluid is possible and describes procedures for collecting effluent from parking aprons. Discharge of deicing fluid to storm drains during dry or wet weather is a violation of the Clean Water Act and the McChord AFB National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Storm Water Permit. Provisions of this instruction are applicable to all deicing operations at McChord AFB.

5.1. Definition. BMPs and pollution prevention measures are procedures designed to eliminate or reduce the environmental impact of airfield operations. BMP means schedules of activities and prohibitions of practices to prevent or reduce the discharge of pollutants to the waters of the United States. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, spillage, or leaks, sludge or waste disposal, or drainage from waste disposal. If any part of the BMP is absent, deicing may not be conducted. This instruction is concerned specifically with preventing the introduction of deicing fluid into the base storm water system.

5.2. Responsibilities. Commanders and supervisors within the 62d Maintenance and Operations Groups are responsible for ensuring compliance with this instruction. The only authority to approve deviations from this instruction will be the MXG/CC or designated representative.

5.2.1. The AMXS Line Chief is responsible for coordinating with base weather services through the MOC to determine if forecasted weather conditions are likely to result in frost or ice formation.

5.2.2. Current Operations (OSS/OSOO) will coordinate with AMXS Maintenance Supervision through Plans and Scheduling (MOS/MXOOS) to review the next day's local training schedule and delay takeoff times until later in the day if practicable to minimize deicing requirements.

5.2.3. The MOC will direct the contractor to parking spots where the contractor will install temporary dikes or dams around adjacent storm drains prior to the commencement of deicing.

5.2.4. The deicing operation supervisor (C-17) or the ranking launch team member will ensure the contractor has placed adequate containment dams around or over all storm water drains adjacent to the aircraft being deiced to prevent discharge to the storm water system.

5.2.5. The owning AMUs will accomplish actual aircraft deicing. Owning AMUs will ensure deicer is not spilled during fluid transfer to the deicing application vehicles and will routinely inspect deicing application vehicles to prevent conditions leading to inadvertent fluid discharges. Owning AMUs will not apply deicing fluid until adjacent storm drains are blocked. They will deice critical aircraft surfaces in accordance with aircraft-specific job guides and TO 42C-1-2, *Anti-Icing, Deicing, and Defrosting of Parked Aircraft*. The owning AMUs will minimize the use of deicing fluid by using mechanical methods such as sweeping, brushing, using floor squeegees (rubber), or dragging a rope across aircraft surfaces to remove heavy accumulations of snow prior to use of fluid deicer. In addition, AMXS, MXS, and Transient Alert personnel shall refer to TO 42C-1-2, paragraph 3.8. to determine the appropriate deicing fluid dilution based on current weather conditions and TO 42C-1-2 requirements.

WARNING: DO NOT CHIP OR SCRAPE ICE FROM SURFACES. DAMAGE TO PANELS AND FLIGHT CONTROL SUFACES MAY OCCUR

5.2.6. The deicing operation supervisor (C-17) or the ranking launch team supervisor will check the dams for leakage following aircraft block-out. If dam leakage is noted, immediately contact the owning production superintendent or the MOC to request the contractor respond immediately to contain or eliminate the leakage.

5.2.7. Aircraft deicing should not be conducted with snow on the aircraft parking ramp around/under the aircraft due to the difficulties recovering spent deicing fluid absorbed into snow. Snow 2 inches or more deep will be removed from the deicing locations and the area around the aircraft to be deiced by 62 CES/CEOHH prior to aircraft being positioned for deicing to prevent deicing fluid saturated snow accumulation and allow a path for the spent deicing fluid vacuum truck to operate. Snow removal priorities are established in the McChord AFB Snow Removal and Ice Control Plan 091-99, however, specific aircraft parking/deicing area removal requirements will be prioritized to meet C-17 daily mission requirements. When snow/ice conditions with snow 2 inches or more deep exist or are forecast, the 62 AMXS Line Chief will coordinate priorities with the 62 OSS Airfield Manager IAW 62 AWI 21-33, Severe Weather Procedures. When more than trace amounts of snow are forecast, 62 CES/CEV and CEOH will meet with the 62 MXG at the daily 1300 scheduling meeting (Hangar 4, Small Conference Room, 4-212A) to integrate snow removal and deicing sequence of events with the aircraft launch/movement requirements. When severe weather conditions cause snow accumulation beyond 62 CES/CEOH removal capacity for aircraft launch requirements and spent deicing fluid recovery difficulties are anticipated, deicing activities will not be undertaken over snow on the ramp until CEV notifies 62 MXG that the planned deicing activities were approved by the regulatory agencies contacted by CEV, DSN 382-3013.

5.2.8. The wash contractor is responsible for blocking storm drains adjacent to deicing operations and capturing and disposing of used deicing fluid. In addition, the wash contractor is responsible for proper maintenance and upkeep of vacuum trucks used to reclaim used deicing fluids. Daily pre-use inspections of the vacuum truck reclamation system will be accomplished to ensure the equipment is in proper working order and free of conditions leading to inadvertent fluid discharges. Wash contractor personnel will comply with the vacuum truck manufacturer's periodic preventive maintenance and inspection schedule to ensure the vehicle remains in proper working order.

5.2.9. The AMXS Line Chief and Production supervisors will coordinate and prioritize deicing operations when there is a conflict due to multiple launches.

5.2.10. The 62 MXG/QAE and 62 AMXS Safety Manager (or the appointed AMXS Storm Water Pollution Prevention Team Member) will perform weekly deice operations and deice equipment (deice trucks) spot-inspections during deice months (typically October through April). Weekly deicer inspection reports will be provided to 62 CES/CEV for inclusion in the NPDES files.

5.2.11. LRS/LGSF will perform quarterly inspections of the deicer storage tanks near building 730. Quarterly inspection reports will be provided to CES/CEV for inclusion in the NPDES files. LRS/LGSF will provide monthly deicer usage in gallons to CES/CEV IAW the NPDES Permit. LRPS/LGSF will also provide a copy of the deicer Material Safety Data Sheet (MSDS) to CES/CEV annually or when there is a change in a deicer supplier.

5.2.12. The wash contractor will notify 62 MXG/QAE immediately if either vacuum truck is down for maintenance.

5.2.13. Upon notification from the wash contractor that a vacuum truck is down for maintenance, 62 MXG/QAE will notify the vacuum truck manufacturer's representative immediately and arrange for repair services.

5.3. Aircraft Positioning. The following aircraft parking locations are approved for aircraft deicing operations. These locations were identified as relatively safe locations where all deicing fluids used may be contained and recovered by a vacuum truck: B-1 through B-3, DV-1, B-9, C-5, C-6, C-8, C-9, C-11, C-15, D-1 through D-9, D-26 through D-29, all Echo Ramp locations, all Juliet Ramp locations (except J-1), and Lima Pad. Prior to deicing on D-26 through D-29, the aircraft must be moved back 145 feet to minimize runoff of fluid into storm water drains.

5.4. Deicing Procedures. Deicing normally occurs 2 hours and 45 minutes before scheduled takeoff time.

5.4.1. Do not deice backup or spare aircraft unless it is tail swapped into a flying line.

5.4.2. Verification of Need to Deice. Production supervisors must verify the necessity of deicing with visual or tactile methods. The tactile method is used to verify the presence of clear ice. Personnel will physically touch the aircraft skin and feel for roughness (no ice) or smoothness (ice present). Gloves should be off for this inspection. In extremely cold weather, use the end of a pencil for verification. Lightly push the eraser along the aircraft surface. If there is resistance, there is no ice present. If the eraser glides freely over the surface, there is ice present.

5.4.3. Before commencing deicing operations, the deicing operation supervisor (C-17) or the ranking launch team member must ensure the contractor has placed adequate containment dams around or over all storm water drains adjacent to the aircraft being deiced to prevent discharge to

the storm water system. Place traffic cones at dam locations so that dammed drains are visible to flight line vehicle operators.

5.4.4. If a tail swap has been made and the first aircraft has already been deiced, the aircraft must be towed to allow the contractor to fully reclaim deicer fluid runoff from that parking spot.

5.4.5. Storm drain dams shall not be removed until all possible deicer runoff and standing fluid has been removed from the ramp.

5.5. Used Deicing Fluid Collection and Disposal.

5.5.1. The contractor will use the vacuum truck to capture deicing fluid from the parking spot and any adjacent areas where fluid has accumulated. The contractor is authorized to operate the vacuum trucks in the vicinity of the aircraft being deiced both during and after deicing operations (before block-out) to eliminate accumulation of runoff at dams. At no time should the vacuum truck operate within 10 feet of the aircraft.

5.5.2. Immediately following aircraft block-out, the contractor will be directed by the MOC to reclaim all runoff from the parking spot.

5.5.3. The contractor will dispose of the collected fluid at authorized dump stations only and is responsible for dump station clean up.

5.5.4. The contractor shall remove storm drain dams after the parking spot and adjacent areas have been vacuumed and no additional deicer can be removed from the pavement.

5.5.5. When the primary vacuum truck (large) is down for maintenance, use the secondary truck (small) for effluent collection.

5.5.6. When both vacuum trucks are down for maintenance, cease deicing operations until they are repaired.

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Commander, 62 Airlift Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

Federal Register, Volume 65, Number 210, National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Storm Water Permit for Industrial Activities, October 30, 2000

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62 AWI 36-9, *Aerospace Ground Equipment (AGE) Operator Training*, March 30, 2000

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McChord AFB Storm Water Pollution Prevention Plan, January 99

AF Form 2293, *MAFB Snow Removal and Ice Control Plan 091-99*

Abbreviations and Acronyms

AFOSH STD—Air Force Occupational Safety and Health Standard

AMC—Air Mobility Command

ART—Air Reserve Technician

AMU—Aircaft Maintenance Unit

AMXS—Aircraft Maintenance Squadron

BMPs—Best Management Practices

FOD—Foreign Object Damage

HC/D—Hazard Classification/Division

HSC—Home Station Check

ILS—Instrument Landing System

MOC—Maintenance Operations Center

MOS—Maintenance Operations Squadron

MSDS—Material Safety Data Sheet

NEW—Net Explosive Weight

NPDES—National Pollutant Discharge Elimination System

P2—Pollution Prevention

PMO—Publishing Management Office

SEW—Weapons Safety Office

TA—Transient Alert

TO—Technical Order

Attachment 2

MCCHORD AFB RAMP PARKING RESTRICTIONS

Parking Spot	Type A/C	Max Weight	Haz Cargo	Max Eng Run	Restrictions/Comments
Bravo Ramp					
B1	C-5		10K Div 1.3	NO	DC-10, KC-10, L-1011, B-747, AND C-5 aircraft have priority
B2	C-17		10K Div 1.3	NO	Consider DV-1 first
B3	C-5		10K Div 1.3	YES	DC-10, KC-10, L-1011, B-747, AND C-5 aircraft have priority
DV-1	C-17		10K Div 1.3	NO	Primary for DV aircraft
B5	C-17		10K Div 1.3	YES	Length of trench drain prohibits deicing; MAX engine run okay with no aircraft on B-3
B6	C-17		10K Div 1.3	NO	Deice notes: Run off too close to grass; KC-10 okay with limited loading
B7	C-17		10K Div 1.3	YES	Length of trench drain prohibits deicing; MAX engine run okay with no aircraft on B-3
B8	C-17		10K Div 1.3	NO	Deice notes: Run off too close to grass; KC-10 okay with limited loading
B9	C-5		10K Div 1.3	NO	No cargo loading for KC-10 or B-747; use as last resort only
Charlie Ramp					Palletized cargo loading > 4K APS/DO or CC approval
C1-C2	C-5		1K Div 1.3	NO	Only 3 C-141/C-17, 2 KC-10, or 1 C-5 at a time in C1-C3
C4	C-141	274K	1K Div 1.3	YES	Close Charlie taxiway to vehicular traffic for engine runs
C5	C-141	274K	1K Div 1.3	YES	
C6	C-141	274K	1K Div 1.3	YES	
C7	C-141	274K	1K Div 1.3	YES	Close Charlie taxiway to vehicular traffic for engine runs
C8	C-141	274K	1K Div 1.3	YES	No run on C-8 if aircraft is on C-4
C9	C-141	274K	1K Div 1.3	YES	No run on C-8 if aircraft is on C-5
C10	C-141	274K	1K Div 1.3	YES	Close Charlie taxiway to vehicular traffic for engine runs
C11	C-141	274K	1K Div 1.3	YES	No run on C-11 if aircraft is on C-7
C14	C-141	274K	1K Div 1.3	YES	Close Charlie taxiway to vehicular traffic for engine runs; HSC/SO primary
C15	C-141	274K	1K Div 1.3	YES	No run on C-15 if aircraft is on C-10; HSC/SO primary
Delta Ramp					
D1-D4	various			NO	
D5-D8	various			YES	Deice note: 24 feet of dyke required
D25	KC-10		1K Div 1.3	YES	Close J-ramp road for engine runs above idle
D26	C-17		1K Div 1.3	YES	Push aircraft back 145 ft for deicing; close J-ramp road for engine runs above idle
D27	C-17		1K Div 1.3	YES	Push aircraft back 145 ft for deicing; close J-ramp road for engine runs above idle
D28	C-17		1K Div 1.3	YES	Push aircraft back 145 ft for deicing; engine run above idle requires tower approval
D29	C-17		1K Div 1.3	YES	Push aircraft back 145 ft for deicing; engine run above idle requires tower approval
D30	C-17		1K Div 1.3	YES	Tower approval required for engine runs above idle
D31	KC-10		1K Div 1.3	YES	Tower approval required for engine runs above idle
D32	C-17			NO	DV-2; C-130 size aircraft or larger on D-32 blocks north exit for D33-D43
D33-D43	C-17	C-17/454K		NO	Ramp limited to 2 large A/C (C-141 or larger) with south to north parking on concrete
		C-141/248K			pads and first in/first out parking. Otherwise, ramp normally accommodates fighter-type
		C-130/161K			aircraft
Echo Ramp	C-17			YES	3 C-141 aircraft (4 with towing first in/first out) or 4 C-17 aircraft with backing
Fox Ramp	C-130	165K		YES	Unlit; daylight taxi only--restricted during reduced visibility
F40	C-5		8K Div 1.1	YES	
Juliet Ramp					Engine runs allowed only if 2 spots behind are open
J1	C-17		1K Div 1.3	NO	No C-141 engine runs above idle
J2	C-17		1K Div 1.3	YES	No engine runs on J-2 if aircraft on B-7
J3	C-17		1K Div 1.3	YES	No engine runs on J-3 if aircraft on B-8
J4	C-17		1K Div 1.3	NO	No C-141 engine runs above idle
J5	C-17		1K Div 1.3	YES	No engine runs above idle if aircraft on J-2
J6	C-17		1K Div 1.3	YES	
J7	C-17		1K Div 1.3	NO	No C-141 engine runs above idle
J8	C-17		1K Div 1.3	YES	No engine runs above idle if aircraft on J-2 or J-5
J9	C-17		1K Div 1.3	YES	
J10	C-17		1K Div 1.3	NO	No C-141 engine runs above idle
J11	C-17		1K Div 1.3	YES	No engine runs above idle if aircraft on J-5 or J-8
J12	C-17		1K Div 1.3	YES	
J13	C-17		1K Div 1.3	YES	Close road west of ramp for engine runs; No above idle runs if aircraft on J-7 or J-10
J14	C-17		1K Div 1.3	YES	No above idle engine runs if aircraft on J-8 or J-11
J15	C-17		1K Div 1.3	YES	
Kilo Ramp				YES	Max power engine runs limited to 2 minutes
K2	C-5		30K Div 1.1	YES	KC-10 and B-747 must park off center for cargo loading; C-5 or larger blocks
					runway 16 glideslope antenna (requires OG approval)
Lima Pad	C-17		30K Div 1.1	NO	No cargo loading for KC-10, C-5, B-747 due to spot size. Max power engine runs
					limited to 4 minutes
22-Mar-04					

Attachment 3

FLIGHT LINE PARKING RAMP